



PERMIT CENTER

HANDOUT ON TRANSPORTATION IMPACT FEES

Informational Brochure

January 2016

Prepared by:

City of Auburn

Customer Service Center

25 West Main St.
Auburn, WA 98001-4998
(253) 931-3010
FAX (253) 931-3053

Attachment A

Transportation Impact Fees are authorized by Auburn City Code chapter 19.04. This handout summarizes selected parts of the Impact Fee Code. This document is not intended to replace or supersede any portion of the Impact Fee code.

What are Transportation Impact Fees?

- Impact fees are used to pay for a developments proportionate share of the impacts to the City's transportation network resulting from growth. Attachment B to this handout contains the fee schedules for transportation impact fees.
- Transportation impact fees are charged only for new construction or changes in land use that create a need for transportation capacity improvements.

When Are Transportation Impact Fees paid?

- The City collects Transportation Impact fees at the time a building permit is issued. If a change in land use does not require a building permit, Transportation Impact Fees will then be collected at the issuance of the business license.

Exceptions:

Fee payers may request credits, refunds, or exemptions. These are defined as follows:

- Credits can be granted for the value of dedicated land, improvements, or construction provided by the fee payer if the land, improvements, and/or facility are part of the scope of one of the capacity projects included in the impact fee program. A list of the projects is included in Attachment A. To receive credit the improvements must not be essential to make the development site access comply with City design and construction standards.
- Refunds are available if the impact fees paid are not spent or encumbered within six years of when the fees were paid. Requests for refunds should be addressed to the Director of Community Development and Public Works.
- Exemptions are listed in Auburn City Code Chapter 19.04. Fee payers may request the Director of Community Development and Public Works to determine whether a particular development falls within an exemption defined in the ordinance.
- All requests for credits, refunds, or exemptions must be in writing and filed with the Director of Community Development and Public Works at the address listed on the cover of this handout.

Attachment A

Answers to Common Questions about Transportation Impact Fees

Q: Do I have to pay the impact fee if I am going to appeal the amount or ask for a refund?

A: Yes. Impact fees must be paid prior to filing an appeal. If an appeal or refund is granted, your money will be refunded.

Q: What if I am proposing a land-use not included in Attachment B?

A: Submit an independent fee calculation prepared by a licensed traffic engineer that justifies your estimate fee impact to the City Traffic Engineer for review (contact the City's Community Development and Public Works Department for more information).

Q: If I change the use of the building from residential to nonresidential, or vice versa, do I pay an impact fee?

A: When a residence is converted to a commercial use, transportation impact fees are often assessed. When a commercial use is converted to a residence impact fees are typically not assessed.

Q: Are impact fees a substitute for State Environmental Policy Act (SEPA) mitigation?

A: To some extent, yes. In the past, developers and builders may have been asked to provide mitigation for transportation impacts. The mitigation is now collected through impact fees. However, SEPA mitigation may still be required for other necessary improvements specific to the development or site or for transportation projects that are not part of the list of projects for which impact fees are being collected.

Q: What is the money used for?

A: Transportation impact fees fund transportation system improvements from a select list of projects contained in Attachment A.

Q: How can I estimate the amount of my impact fee?

A: Impact fees can be estimated based on the use of the property and associated structures using Attachment B on the following page. Impact fees for residential uses, including hotels and motels, can be estimated by multiplying the number of dwellings/units by the appropriate impact fee rate on Attachment B. Most commercial and industrial impact fees can be estimated by multiplying the total square footage (sf) of the gross floor area (GFA) of the structure(s) by the correct impact fee rate from Attachment B. An exception to this is retail shopping where the square footage (sf) of the gross leasable area (GLA) is multiplied by the impact fee rate. The gross leasable area (GLA) is the area that produces income and for which tenants pay rent.

Attachment A

Transportation Impact Fee Rate Schedule

Effective January 1, 2016

TIP #	PROJECT
Roadway Improvement Projects	
2	Auburn Way S Pedestrian Improvements (Dogwood St SE to Fir St SE)
4	I Street NE Corridor (45th St NE to S 277th St)
5	M Street SE Underpass 3rd St SE to 8th St SE)
6	S 277th Street (Auburn Way N to Green River Bridge)
8	A Street NW, Phase 2
9	Auburn Way S (Hemlock to Academy)
10	F Street SE (4th St SE to Auburn Way S)
11	M Street NE (E Main St to 4th St NE)
12	Grade Separated Crossing of the BNSF Rail Yard
15	8th St NE Widening (Pike St to R St NE)
16	49th Street NE (Auburn Way N to I St NE)
25	46th Place S Realignment
40	124th Avenue SE Corridor Improvements (SE 312th St to SE 318th St)
41	R Street Bypass
42	SE 320th Street Corridor Improvements (116th Ave SE to 122nd Ave SE)
43	Auburn Way S Corridor Safety Improvements (Muckleshoot Plaza to Dogwood)
49	W Valley Highway Improvements (15th St NW to W Main St)
55	W Main St Multimodal Corridor and ITS Improvements (W Valley Hwy to Interurban Trail)
58	Auburn Way S Corridor Improvements (Fir to Hemlock)
60	M Street SE Corridor (8th St SE to Auburn Way S)
61	Auburn Way S Bypass
64	Lea Hill Road Segment 1 (R St NE to 105th PI SE)
65	Lea Hill Road Segment 2 (105th PI SE to 112th Ave SE)
66	Lea Hill Road Segment 3 (112th Ave SE to 124th Ave SE)
72	W Valley Highway Improvements (SR-18 to 15th St SW)
73	Stewart Road (Lake Tapps Parkway Corridor)
75	R Street Corridor Extension
Intersection, Signal and ITS Improvement Projects	
14	M Street SE/12th Street SE Traffic Signal
17	Harvey Road/8th Street NE Intersection Improvements
18	M Street SE/29th Street SE Intersection Improvements
20	R Street SE/21st Street SE Intersection Improvements
38	C Street SW/15th Street SW Intersection Improvements
39	124th Ave SE/SE 320th St Intersection Improvements
45	124th Ave SE and SE 284th Street Intersection Improvements
47	TMC Improvements
51	E Valley Highway ITS Expansion
52	A Street SE/Lakeland Hills Way SE Intersection Safety and Capacity Improvements
53	Auburn Way S/12th Street SE Intersection Improvements
59	Auburn Ave/3rd Street NE Pedestrian and Access Improvements
63	29th Street SE/R Street SE Intersection Improvements
69	I Street NE/22nd Street NE Roundabout

Attachment A

Non-Motorized/Transit Projects	
56	Evergreen Heights Safe Routes to School Improvements
Preliminary Eng/Misc Projects	
1	A Street NW, Phase 1
13	Mohawk Plastics Site Mitigation Project
54	Kersey Way SE Corridor Study

Attachment B

Transportation Impact Fee Rate Schedule

Effective January 1, 2016

Land Use	Independent Variable	Basic Trip Rate	Non-Downtown Impact Fee Rate	Downtown Impact Fee Rate	Land Use	Independent Variable	Basic Trip Rate	Non-Downtown Impact Fee Rate	Downtown Impact Fee Rate
Industrial					Retail				
General Light Industrial	sf/GFA	0.97	\$7.59	-	Free Standing Discount Superstore	sf/GFA	4.35	\$8.07	\$5.97
General Heavy Industrial	sf/GFA	0.68	\$5.96	-	Free Standing Discount Store	sf/GFA	4.98	\$10.65	\$7.88
Industrial Park	sf/GFA	0.85	\$6.65	-	Hardware/Paint Store	sf/GFA	4.84	\$7.47	\$5.53
Manufacturing	sf/GFA	0.73	\$3.43	-	Shopping Center	sf/GLA	3.71	\$6.31	\$4.67
Warehousing	Sf/GFA	0.32	\$3.51	-	Car Sales – New	sf/GFA	2.59	\$11.70	\$8.66
Mini-Warehouse/Storage	sf/GFA	0.26	\$1.87	-	Car Sales – Used	space	0.28	\$1,264.57	\$935.78
Residential					Automobile Parts Sales	sf/GFA	5.98	\$7.11	\$5.26
Single-Family (detached)	du	1.00	\$4,295.41	\$3,479.28	Tire Store	sf/GFA	4.15	\$8.07	\$5.97
Multi-Family	du	0.62	\$2,815.34	\$2,280.42	Supermarket	sf/GFA	9.48	\$15.64	\$11.57
Mobile Home	du	0.59	\$2,027.43	-	Convenience Market	sf/GFA	52.41	\$32.61	\$24.13
Senior Housing	du	0.27	\$927.81	\$751.53	Home Improvement Superstore	sf/GFA	2.33	\$3.12	\$2.31
Lodging					Drugstore without Drive-Through	sf/GFA	8.40	\$8.24	\$6.10
Hotel	room	0.60	\$2,945.42	\$2,385.79	Drugstore with Drive-Through	sf/GFA	9.91	\$10.55	\$7.80
Motel	room	0.47	\$2,307.25	-	Furniture Store	sf/GFA	0.45	\$0.44	\$0.33
Recreational					Services				
Movie Theater	seat	0.08	\$191.94	\$142.04	Drive-in Bank	sf/GFA	24.3	\$23.71	\$17.54
Health Club	sf/GFA	3.53	\$10.07	\$7.45	Quality Restaurant	sf/GFA	7.49	\$17.50	\$12.95
Institutional					High Turnover Restaurant	sf/GFA	9.85	\$15.85	\$11.73
Elementary School	Student	0.15	\$250.36	\$185.27	Fast Food Restaurant - without drive-through	sf/GFA	26.15	\$32.74	\$24.22
Middle/Jr. School	Student	0.16	\$424.14	\$313.87	Fast Food Restaurant - with drive-through	sf/GFA	32.65	\$40.87	\$30.25
High School	Student	0.13	\$472.25	\$349.47	Espresso Stand drive-through	sf/GFA	75.00	\$31.30	\$23.16
Church	sf/GFA	0.55	\$2.50	\$1.85	Auto Care Center	sf/GLA	3.11	\$5.88	\$4.35
Day Care Center	sf/GFA	12.34	\$22.72	\$16.81	Service Station	VFP	13.87	\$16,783.79	\$12,420.00
Library	sf/GFA	7.30	\$11.42	\$8.45	Service Station w/minimart	VFP	13.51	\$12,402.05	\$9,177.52
Medical									
Hospital	sf/GFA	0.93	\$4.57	\$3.70					
Assisted Living, Nursing Home	bed	0.22	\$755.99	-					
Office									
General Office	sf/GFA	1.49	\$8.39	\$5.71					
Medical Office	sf/GFA	3.57	\$15.77	\$10.73					
Post Office	sf/GFA	11.22	\$17.56	\$11.94					

Notes:

- A. Basic trip rates are based on the ITE Trip Generation Manual, 9th Edition.
- B. Impact fee rate calculation is based upon the following methodology:
 - Basic Trip Rate = PM Peak Hour Trip Generation (per unit of measure)
 - Basic Trip Rate x Percent of New Trips x Trip Length Adjustment x Per Trip Fee ÷ (divide by) 1,000 for rate per square foot (where applicable) = Impact Fee Rate (per unit of measure)
- C. For land uses not specifically identified here, trip generation rates could by the applicant.
- D. Sf/GFA = Square feet gross floor area; sf/GLA = Square feet gross leasable area; du = dwelling unit, VFP = Vehicle Fueling Position.

Footnotes:

1. Space is individual vehicle sales space. 70 vehicles for sale = 70 vehicle spaces

Attachment B

Lakeland Annexation Transportation Impact Fee Rate Schedule

Effective January 1, 2016

Land Use	Independent Variable	Fee Rate
Detached Single-Family Residential Unit	du	\$1,251.43
Attached Single-Family/Multi-Family Unit	du	\$812.26
Senior-Family Unit	du	\$279.12
Commercial/Retail Units	sf/gfa	\$3.25

Truck-Dependent Land-Use Summary Transportation Impact Fee Rate Schedule

Land Use	ITE Land Use Code	Independent Variable	Truck Trip Rate	Impact Fee Rate (per sf)
Industrial				
Light Industry/Manufacturing	110, 130, 140	sf/gfa	\$0.06	\$0.11
Heavy Industry	120	sf/gfa	\$0.04	\$0.09
Retail				
Shopping Center	820	sf/gla	\$0.01	\$0.01
Car Sales	841	sf/gfa	\$0.09	\$0.16
Supermarket	850	sf/gfa	\$0.33	\$0.64
Free-Standing Discount Store	813, 815, 861, 863, 864	sf/gfa	\$0.10	\$0.19
Home Improvement Store	862	sf/gfa	\$0.37	\$0.70
Services				
Restaurant	931, 932	sf/gfa	0.63	\$1.20
Fast Food Restaurant	933, 934	sf/gfa	2.87	\$5.51

Notes:

- A. ITE Land Use Code based on ITE Trip Generation, 9th Edition
- B. Impact fee rate calculation is based upon the following methodology:
 - Truck Trip Rate = Daily Truck Trip Generation (per unit of measure)
 - Truck Trip Rate x Per Trip Fee = Impact Fee Rate (per unit of measure)
- C. For land uses not specifically identified in the table, trip generation rates could be derived from a special study by the applicant.
- D. sf /gfa=square feet of gross floor area